



Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 26th October, 1906. [175]

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[1819]

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Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS—"COMPTON,"
Hongkong, 1st September, 1910. [133]

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Hongkong, 4th December, 1907. [137]

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Kowloon, 27th June, 1912. [1535]

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Hongkong, 31st July, 1907. [1536]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 3RD, 1912.

The Presidential campaign in the United States appears likely to result in some amendments to the Constitution if the tone of the American Press be any indication. Time and again it has been pointed out how seriously the election interferes with the general business of the country. In the words of the *New York Times*, it seems as if the American Constitution "ordained a panic once in four years." The whole nation suffers from the "quadrennial stagnation" in trade, since business projects are suspended and men are afraid to make commitments until the result is known.Various proposals have been made to overcome this drawback, or to modify the resulting evils, among which is the idea of lengthening the term of the Presidency. Thus if the President's term of office were lengthened to six years instead of the present four, only two Presidential elections would have to be held in the period in which three are now required. With the addition of a clause making past Presidents ineligible for re-election, this proposal has been officially brought before the members of Congress by the *New York World*, which paper declares that there is a large majority in its favour. The lengthening of the term of the Presidency is not generally viewed very favourably by Americans, however, apparently in view of the very large powers given to the President and the desirability that these powers should receive popular sanction at intervals sufficiently close to prevent the Presidency becoming a Dictatorship. It is true that it has now become the rule for Presidents to serve two terms in office, but this custom does not preclude

an election at the end of the first term, when the President may be relieved of office if he has not justified the hopes of the nation.

The difference between four years and six years, however, hardly seems sufficient to allow of the inception of the evils feared, while a lengthening of the term, even by two years, would be a material gain to the stability of the business world.

It is somewhat difficult to see, on the other hand, why a clause providing for the non-eligibility of past Presidents for re-election should be considered necessary. The Constitution gives every native-born American a chance of becoming President, and to exclude citizens otherwise eligible simply because they have held office before seems like an interference with public liberty.

It is the second part of the proposal, in fact, which has raised such strong opposition, causing Colonel Roosevelt to make the characteristic remark that it was "a tomfool proposition." It is argued that if the President is excluded from any further term of office he may become indifferent to the people who elected him the first time, and go his own way without due regard to their interests and the pledges he gave during his campaign.

This puts the patriotism and honesty of the occupants of the Presidential office on rather a low scale. Another American paper argues that it is the prospect of a second term which keeps Presidents straight during their first term: the promises made in the first election campaign have to be fulfilled if they do not wish to run the chance of losing a second term. Putting aside the fact that this argument involves the conclusion that Presidents during their second term can "run wild," since they have no further chance of election, and that thus the present second term is a source of danger to the State, it may again be objected that here again a somewhat low view of the motives of Presidential candidates is taken. If patriotic feelings and a desire to serve their country are the reasons for leading citizens to become Presidential candidates, then there is no need for a second term of office to be offered them as an inducement to "keep straight." Rather than count upon such influence to sway the actions of the President, it would be better to decrease his powers and place the authority more under popular control. In these circumstances a lengthening of the term of the Presidency would be of little importance, while the exclusion of past Presidents would not be necessary.

The arrangements for the reception of His Excellency Sir Francis Henry May, K.C.M.G., on his arrival in the Colony on Thursday morning are now complete and are as follows:

His Excellency will arrive in the *s.s. Albion* in the morning and will proceed to the wharf at Kowloon. The Officer Administering the Government will leave Murray Pier at 8.30 a.m. in the Government launch *Victoria* accompanied by the Acting Colonial Secretary, Private Secretary and Aide-de-Camp.His Excellency, Lady May, Family and Staff will embark at Kowloon in the *Victoria* at 9.45 a.m.

On arrival at Blake Pier at 10 a.m. His Excellency will be received by a Guard of Honour and Band and a salute of 17 guns.

The Executive and Legislative Councils and the Members of the Committee to welcome His Excellency will be presented to His Excellency Sir Henry and Lady May.

A chair procession will then be formed and will proceed via Pedder's Street and Queen's Road to the City Hall, where addresses of welcome will be presented.

At the termination of these proceedings the procession will be continued to the Council Chamber, where at 11 o'clock the Oath will be administered to His Excellency by His Honour the Chief Justice and a further salute of 17 guns will be fired.

Route from Blake Pier to City Hall and to Council Chamber to be lined with trees.

The procession will then proceed to Government House. Route to be lined with Police.

At 3.30 p.m. His Excellency and Lady May with their family and staff and accompanied by the Colonial Secretary will proceed with special train to the Peak, and thence to Mountain Lodge.

Two seamen from the sailing ship *Comet* lying at West Point were yesterday placed before Mr. Irving charged with being drunk and disorderly. They were each fined two dollars.

At the Magistracy yesterday two men were charged with fighting in the street. One man, whose head was seriously damaged, was discharged with a caution, the other being fined two dollars.

We understand that an amendment to the local Opium Ordinance is being drafted which will limit the supply of opium for local consumption by a considerable number of cases per month.

The Chinese second steward of the *Taensang* has been sentenced at Manila to nine months' imprisonment for having smuggled into the Philippines ten large cans of opium, valued at 10,000 pesos.

Mr. Moore, of Messrs. Johnson, Stokes & Master, appeared in a case yesterday at the Magistracy in which 21 men were charged with being concerned in an opium divan at 214, Hollywood Road. The case had been remanded, and Mr. Moore asked for bail. Eventually bail was fixed at \$250 for the first defendant, who had to answer other charges, \$100 for the second, and \$2 each for the remainder.

The German mail of the 31st May was delivered in London on the 1st July.

The programme of the third Gymkhana of the season, which takes place at the Happy Valley on Saturday, is published. There are seven events and the entries for each are very satisfactory.

Governor Chang of Chihli, says the *China Critic*, has decided to dispense with the services of all the Japanese instructors at the Peking Law College at the request of the Chinese faculty.

A woman was sent to hospital on Monday suffering from injuries inflicted by a knife. She was found in an unconscious condition in the Central district. Four men have been arrested in connection with the affair.

Two small boys were brought before Mr. Irving at the Magistracy yesterday charged with hawking newspapers. It was stated on behalf of the boys that the licence was two dollars, which was too much to pay out of their small earnings. The case was remanded.

Fourteen men were charged at the instance of Inspector Watt with gambling. Mr. Russ, of Messrs. Goldring, Barlow, & Morrell, appeared for the defence. It was stated that dice and cards were found on the premises, but the men were not seen gambling. They were accordingly discharged.

H. E. SIR HENRY MAY.

ARRANGEMENTS FOR RECEPTION.

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Route from Blake Pier to City Hall and to Council Chamber to be lined with trees.

The body of a Chinese was removed to the hospital yesterday. He had been found hanging in a building in Bridges Street. The circumstances point to suicide.

News has reached Manila of the death at Seattle of Mr. Richard T. Laffan, who from 1904 to 1907 was general manager and vice-president of the Manila Electric Railroad and Lighting Co.

Two seamen from the sailing ship *Comet* lying at West Point were yesterday placed before Mr. Irving charged with being drunk and disorderly. They were each fined two dollars.

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LOO YEE YOCK.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON DOCK STRIKE.

A DISCUSSION IN PARLIAMENT.

LONDON, July 2nd.

In the House of Commons a motion by Mr. O'Grady (Labourite) has been adopted by 254 votes to 188 affirming that it is desirable that employers should meet the representatives of the men with a view to a settlement of the strike in London.

Mr. Bonar Law moved an amendment approving a declaration made by Mr. Asquith that the constitutional attitude of the Government should be one of strict neutrality.

This was defeated by 260 votes to 215.

Mr. Asquith said that while the intervention of the Government was neither justifiable nor expedient he considered such a meeting desirable. He would not vote, however.

THE WEST HAM COUNCIL AND THE ROYAL VISIT.

The West Ham Town Council have unanimously decided that it would be impossible for them to participate in the festivities on the occasion of their Majesties' visit to the docks owing to the Dock Strike.

THE FRENCH SEAMEN'S STRIKE.

ARRAIGNMENT OF THE MESSAGERIES MARITIMES.

The Director of the Messageries Maritimes has informed the Government that the Company's acceptance of arbitration is conditional upon the men resuming work on the 3rd inst.

DOCKERS TO JOIN THE SEAMEN.

The executive of the Federation of Dockers afterwards met and resolved that it is the duty of the dockers to join the seamen and make the strike effective.

THE KAISER'S MEETING WITH THE TSAR.

LONDON, July 2nd.

The Kaiser has left Berlin for Danzig. His Majesty is to meet the Tsar, where

A message from St. Petersburg states that the Premier and the Foreign Minister will accompany the Tsar.

THE TURKISH ARMY.

PENALISING PARTICIPATION IN POLITICS.

LONDON, July 2nd.

A Constantinople telegram states that the Chamber has voted a Bill, hurriedly introduced by the Government, penalising officers and soldiers participating in politics.

AMERICAN DEMOCRATIC CONVENTION.

LONDON, July 2nd.

Baltimore telegrams state that the voting is still inconclusive though the support of Mr. Woodrow Wilson has steadily increased in successive ballots. In the thirty-fifth Wilson had 494 and Clark 433.

Angry scenes followed the declaration of the ballot, the Clarkites abusing Bryan, who was denounced by one of them as "the biggest plutocrat in the convention," and as "a money-grabbing publicity hunter."

TORNADO IN CANADA.

LONDON, July 2nd.

A destructive tornado has occurred at Regina in Saskatchewan. Many were killed and injured.

LATER.

The cyclone cut a path through the business centre of the town, destroying 200 houses. Fifty people were killed and 200 injured, chiefly by the collapse at the Telephone Exchange. Thirty-five bodies have been recovered.

OBITUARY.

LONDON, July 2nd.

The death is announced of Mr. Walter McLaren, Liberal M.P. for the Crewe division of Cheshire.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

IRISH CATTLE TRADE STOPPED.

OUTBREAK OF FOOT AND MOUTH DISEASE.

LONDON, July 2nd.

Foot and mouth disease has appeared in the county of Dublin, and other outbreaks are traceable thereto. The Liverpool, Carlisle, and Wakefield Irish cattle trade has been stopped. The cattle markets in the north have been closed owing to the disease.

The cattle traders in the South of Ireland have passed a resolution expressing astonishment at the drastic closing of ports and demand the re-opening of all except the one from which animals are shipped.

The authorities have prohibited cattle, sheep and pigs from being exhibited at the Royal Show at Doncaster to-morrow. At question in the House of Commons Mr. W. Runciman, President of the Board of Agriculture, said that nothing had been left undone that would prevent such a calamity as a general outbreak of disease.

LAND REFORM.

LONDON, July 2nd.

At the request of Mr. Lloyd George an unofficial committee consisting of present of five Liberal M.P.'s and four other land experts is making a most comprehensive enquiry into the subject of land reform. The members represent widely different views. The object is to reach a general land policy acceptable to the whole Liberal party.

A BYE-ELECTION.

LONDON, July 2nd.

The bye-election at Ilkeston rendered necessary by Colonel Seely having accepted office as Secretary of State for War has resulted as follows:—

Colonel Seely, L., 9,049

Mr. W. M. Freeman, U., 7,838

Major: 1,211

SYNTHETIC RUBBER.

LONDON, July 2nd.

The city editors appear to regard the Synthetic Products Company as a speculative venture.

Rubber shares are better. Para rubber is improved to 4/9.

TURBULENT MOROCCO.

LONDON, July 2nd.

A message from Tunis states that of the rioters arrested on the 9th November last seven have been sentenced to death, five to imprisonment with hard labour, 20 to imprisonment, and 36 acquitted.

THE TOLL OF THE AIR.

LONDON, July 2nd.

Reuter's correspondent at Berlin wires that Herr Bonum Koenig, Germany's foremost aviator, was killed by striking an obstacle on landing.

A Boston telegram states that Miss Quimby, an aviator, and a passenger, fell in five feet of water. Both were killed.

THE OLYMPIC GAMES.

LONDON, July 2nd

SANITARY BOARD.

THE REMOVAL OF CEILINGS.

A meeting of the Sanitary Board was held yesterday. Mr. E. D. C. Wolfe (President) occupied the chair, and there were also present: Hon. Mr. W. Chatham, C.M.G. (Vice-President), Col. Irvin, Dr. Fitzwilliams, Hon. Mr. E. Halifax (Registrar-General), Messrs. W. L. Carter, F. B. L. Bowley, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Principal Medical Officer), Dr. Pearce (Medical Officer of Health), and Mr. Bowden Rowlands (Secretary).

RATS IN DRAINS.

Mr. W. L. Carter, pursuant to notice, moved: "That a Select Committee of this

Board be appointed to consider and report to the Board on what measures can be taken to prevent the breeding of rats in the storm water drains and sewers of the City." He said that he would like to point out that in the six years which followed the original outbreak of 1894 the Colony had a comparative immunity from plague. In 1891 there was a severe epidemic, when the cases numbered 1,000, which was likely to be equalled this year, and something of a panic occurred in that year. Apparently a strongly-worded petition widely signed was sent to the Secretary of State, upon which Mr. Chamberlain promptly acted. Professor Simpson was sent out to investigate into the causes of plague and Mr. Chadwick was sent out as a sanitary expert to enquire into the general sanitation of the place. In these days the Indian Plague Commission had not reported, and it was not known that plague was transmitted from rats to man, but Professor Simpson very soon noticed that wherever infected rats were found plague occurred within two or three weeks, and he also had his attention drawn to the subject of drainage. Mr. Chadwick from his investigation agreed with Professor Simpson. The chart which had been prepared by the Medical Officer of Health bore out Professor Simpson's contention. There were two kinds of rats, the house rat and the drain rat. They were equal approximately in numbers, but the proportion of infected drain rats was very much larger than the proportion of infected house rats. The figures for 1911 showed that the total number of rats killed was 87,238, of which 286 were infected. Of these 54 per cent. were house rats and 66 per cent. drain rats. For 1912 up to June the number caught was 48,050, of which 415 were infected, 25 per cent. being house rats and 75 per cent. drain rats. The proportion of infected rats was very small, but he would ask them to imagine what would happen if instead of 0.56 the proportion was 8.06. We would then have 10,000 cases of plague. Of course the drain rat was not entirely confined to the drains. It was an unsociable beast, and, apart from the drains, occupied unused godowns and such places. The fact that 75 per cent. of the infected rats belong to this species should make them rivet their attention on the drains. Professor Simpson and Mr. Chadwick were of the opinion that the sewage system was a good one, but the storm water drains are dry for the most part of the year and they are not pointed and are very filthy. In 1908 the *Daily Press* in a leading article pointed out that if the rains occurred early in March or April there was comparative immunity from plague, but if the rains were delayed then plague occurred. The experience since 1908 seems to bear out this contention. Mr. Chadwick in his report in 1902 had some very strong remarks upon the absence of plans, pointing out that because of this no proper scheme for the re-arrangement of the drains could be drawn up. Since then ten years had elapsed, and it was more than probable that the Public Works Department had proper plans. Proceeding, he quoted from Mr. Chadwick's report to the effect that he was strongly of opinion that the drains should be opened up, and he made some recommendations on the subject. In 1903 the Public Health and Buildings Ordinance came into force, and section 217 provided that in future no storm water drain was to be covered except with the written consent of the Director of Public Works. Continuing, he pointed out that the drains being dry was the cause of the trouble, and he said that he could see no great engineering difficulty in the way of opening them up. It did not appear to be expensive. If it were spread over a number of years they might complete the rearrangement of the drains for \$20,000 or \$30,000. It seemed a sad reflection that if they had started the work ten years ago it would have been completed now.

Mr. Bowley, in seconding, remarked that they would all agree that Mr. Carter had made out a case for inquiry. So long as they were committed to the present system of drainage the stormwater drains during the dry season must form a happy hunting ground for rats. It seemed to him that they ought to formulate a policy of attacking the evil at the roots as well as lopping off the branches.

The motion was carried unanimously. The select committee was composed of Mr. Carter, Colonel Irvin, the Medical Officer of Health, and Mr. Chan Kai Ming.

Mr. CARTER asked if the committee could co-opt a civil engineer.

The PRESIDENT replied that he did not think so, but he thought they might ask the Government to place the services of a drainage engineer at the disposal of the committee.

RATS AND PLAGUE INCIDENCE.

Mr. F. B. L. Bowley asked the following questions standing in his name:—

"(i.) Has any case of plague occurred this year at Nos. 88 or 90, Wellington Street?"

"(ii.) Have any rats (a) infected or (b) non-infected been found this year on the premises mentioned in the first question?"

The MEDICAL OFFICER replied—The answer to the first question is that no case of plague has been reported to me at this address. The answer to the second question is—I cannot say, but 248 rats, two of which were plague infected, have been removed from the nearest rat bin at No. 237, which is less than 100 yards from the premises. In explanation of the second question I might add that few if any rats are ever obtained from private premises, especially Chinese private premises. When the system of rat bins was introduced, 600 were distributed throughout the city and Kowloon in which inhabitants in the neighbourhood were invited to dispose of the rats found on their premises. This particular bin situated within 100 yards of this house had three times the average number of rats placed within it. I think that is sufficient evidence to show that there were rats either in the house or in the immediate neighbourhood.

Mr. Bowley—As the Medical Officer of Health has made a long statement I would like to put a supplementary question.

The PRESIDENT—I cannot guarantee that it will be answered at once.

Mr. Bowley—The question is whether any rats were found on these premises during the cleansing operations which took place there?

The MEDICAL OFFICER OF HEALTH I cannot say. It is not a very material point. Live rats do not wait when you are pulling down ceilings. They bolt by the nearest outlet. I cannot say whether dead rats were found or not.

THE REMOVAL OF CEILINGS.

A letter from Mr. Bowley was read in which he gave notice of his intention to withdraw the second of the resolutions of which he had given notice.

Correspondence relative to the removal of ceilings was submitted as follows:—

Mr. CHAN KAI MING minuted—At the meeting referred to by the Medical Officer of Health in his minute dated 15th June, if my memory serves me rightly, the Kai Fong were invited to co-operate in the general cleansing work to be done in the infected area. In this they readily offered their services, but when they were told that their ceilings must come down they made a great noise and said that it was too big an order. They pointed out that as they were only tenants they should like to report to the owners, and if there was really no way out of it they preferred to be allowed to take down the ceilings themselves, and they particularly begged hard to be permitted to cleanse their houses without disturbing the ceilings. The question of exemption was never raised at this informal meeting. My impression is that the object of the meeting was to inform the Kai Fong what they had to do and not that they were to be consulted as to whether they would consent to their ceilings being taken down, as I distinctly remember the Medical Officer of Health said that it was imperative that the ceilings must come down in any case. I said I had no objection to these by-laws being enforced as regards plague-infected houses, but as regards the wholesale destruction of ceilings throughout the Colony, I said that if it was imperative that this must be done, the Board should make a start with houses owned by Europeans as an example to the Chinese and the latter soon would follow.

Mr. Ng Hon Tsz minuted—I was present at the meeting and can endorse the statement made by Mr. Chan Kai Ming. Dr. Fitzwilliams—I think all, or nearly all this trouble would have been saved if the instructions of the Head of the Sanitary Department dated 12th June, 1912, had been conveyed with more consideration for the householders.

Mr. CARTER—I think that the Secretary's letter of 12th June should have contained some reference to the understanding mentioned in the first half of minute by the Medical Officer of Health dated 15th June.

The following minute by the Building Authority was read:—

The Building Authority is prepared to permit the erection of ceilings in the top floors of buildings in which the roof purlins are supported on trusses, provided that such ceilings are supported by substantial timber bearers and consist of tongued and grooved boarding, and have no openings other than a hinged and closely fitting trap door of sufficient size to admit of access to the space between the ceiling and the roof. No new ceilings will, however, be permitted in tenement houses nor in eating houses, restaurants, hotels or clubs in which food is prepared or served. All such ceilings must be maintained in a thoroughly sound and clean condition, and permits for the same will be withdrawn in the event of the premises being subsequently used for any of the purposes specified in the foregoing paragraph.

The PRESIDENT—Before proceeding with these papers I think it will facilitate the discussion to which they may give rise if I inform the Board that after careful consideration I propose that in future should any persons apply for any exemption from any order made by the Medical Officer of Health under the Bye-laws for the prevention and mitigation of epidemic, endemic, and contagious or infectious disease in an infected area such application shall be referred to the Board for consideration and an expression of opinion. Further, should any circumstances arise which make reference to the Board desirable, even where no application is made, I propose to make such reference. The Medical Officer of Health concurs. My reason for making this proposal is that, however carefully the executive officers of the Sanitary Department may consider any question of the kind, certain members of the Board and of the public may hold the opinion that the orders of the Board are being carried out too stringently or possibly without due consideration of the merits of any particular case, and it will therefore very much strengthen the hands of the executive officers if their action is backed by the opinion of the Board in each case of the kind. It will not be possible to make this proposal apply to infected premises, as the Medical Officer of Health must act promptly to prevent the spread of disease where a case is reported from any particular house. In such cases, however, any correspondence on the subject of action taken will be referred to the Board for information. In infected areas, however, where promptness is also essential, the urgency may not be quite so great as a large number of premises would have to be dealt with, involving a certain amount of time in carrying out any work which has to be done. A special meeting of the Board could therefore be called to consider at the earliest opportunity any cases arising in an infected area. There are certain houses in the Central plague infected area which for some special reason have not yet been dealt with. I propose when the discussion of these papers is concluded and with the permission of the Board to request the Board to consider what steps should be taken to carry out the removal of ceilings, stair-linings, hollow walls, etc., in these special buildings with a view to preventing the spread of plague in or from them. They are the only houses in the Central plague infected area which still retain their ceilings. In dealing with them I would draw attention to the paper on the Agenda which deals with the question of permitting top floor ceilings in certain types of buildings.

MR. BOWLEY'S CARRIERS.

The next business was consideration of the following motions, notice of which had been given by Mr. Bowley:

"(i.) That in the opinion of this Board the withholding from the full Board of the letter of the 1st May, 1912, addressed to the Secretary of the Board by a house owner, requesting reconsideration by the full Board of the application for exemption from removal of the top floor ceilings of Nos. 88 and 90, Wellington Street, was irregular and improper.

"(ii.) That this Board considers that the destruction of removal of any lawful ceiling or partition, which can be readily and effectively cleaned and disinfected on both sides without destruction or removal,

is an unjustifiable interference with private property and throws unnecessary expenses on the Revenue of the Colony.

Mr. Bowley said that after the statement which the President had just made to the Board he thought it was unnecessary for him to proceed with the first resolution, as he understood that in future if any similar correspondence took place the papers would be laid before the Board at the earliest opportunity. That brought him to the second of the resolutions for dealing with the destruction or removal of ceilings which could be effectively cleaned. After a reference to the Medical Officer of Health having accused him by implication of inconsistency in dealing with that matter, he said that under the by-laws as they stood before they were amended, when a district was declared infected the officers of the Board were required to remove the ceilings.

The principle which underlay the whole

of this destruction of ceilings was that they afforded a shelter to rats, but that principle never applied to the ceilings of top floors where the ceiling is not a pitched roof and is accessible either by a trap door or other means. If such a ceiling is properly constructed it is as readily cleansable as any floor in any house. If these top floor ceilings were to be destroyed then the houses in the Colony will be mere cylindrical boxes with two or three floors. The top floor ceiling was practically necessary in houses constructed as the majority of houses in the Colony were with pitch tiled roof. Such houses without a ceiling would become unbearably hot in summer owing to the effect of the rain and the sun on the roof. To interpose an area of space between the surface and the living room was the scientific way of keeping an apartment cool. The bye-laws gave great powers to the Medical Officer of Health with regard to dealing with private property. These powers were delegated by the Board, and the Board made the bye-laws. If it happened that an executive officer in an excess of zeal should act rather harshly it was for the Board to consider whether the powers delegated should be amended in any way. It seemed to him that it was within the province of the Board to lay down the principles upon which the executive officers should act in carrying out their powers and be submitted that the principle contained in the resolution was a reasonable one. He referred to the minute by the Building Authority and said that the Board should act rather harshly if it was within the province of the Board to lay down the principles upon which the executive officers should act in carrying out their powers and be submitted that the principle contained in the resolution was a reasonable one. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter The MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

A NEW ADDRESS OF WELCOME will be presented to Sir HENRY MAY, K.C.M.G., at the CITY HALL on the day of his arrival by the Unofficial Members of the Executive and Legislative Councils.

All Justices of the Peace, Members of the Chamber of Commerce and of the British, Chinese and Foreign Communities are invited to be present to join in the Welcome.

The time of the presentation will appear in the Programme notified in the Newspapers.

Hongkong, 3rd July, 1912. [877]

NOTICE.

THE LADIES of the Colony are earnestly invited to add by their presence to the WELCOME to Sir HENRY MAY, K.C.M.G., and to LADY MAY at the CITY HALL, on THURSDAY, the 4th July.

Seats will be provided.

The time of presentation of the Addresses will be gathered from the papers.

Hongkong, 3rd July, 1912. [878]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN," Captain L. Y. Arbuthnott, will be despatched for the above Ports on SATURDAY, the 6th inst., at 1 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd.

Hongkong, 3rd July, 1912. [863]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo on Through Bills to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCHONIA, VALENCIA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"POLCEVERA," Captain Amenez, will be despatched as above on SATURDAY, the 13th inst., at Noon. For further particulars regarding freight and Passage, apply to CAELOWITZ & Co., Agents.

Hongkong, 3rd July, 1912. [864]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 3rd inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 2nd July, 1912. [855]

NOTICE TO CONSIGNIES.

THE P. & O. S. N. Co.'s Steamer

"PERA," Arrived Hongkong on 2nd July, 1912

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo:—

From London, &c., or a.s. "Malta."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GOODRARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 2nd July, 1912. [865]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and especially low rates quoted for large quantities

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters of and Dealers in Chinese Products will be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, TO-DAY. (WEDNESDAY), the 3rd July, 1912, at 3.30 P.M. precisely, for the purpose of:

(1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.

(2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be held hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th June, 1912. [824]

THE "STAR" FERRY COMPANY, LTD.

A call of \$5.00 and \$5.00 Premium (\$3 in all) for Share (PAYABLE on the 1st August, 1912) has been made upon the holders of partly paid-up Shares of the Company. Formal Notice with Baker's receipt attached will be sent to Shareholders in the Course.

The REGISTER OF TRANSFERS will be CLOSED from 27th July to 2nd August, 1912, both dates inclusive. The call will be PAYABLE by the Persons Registered as Shareholders on the 1st August, 1912.

EDWARD OSBORNE,
Secretary.

Hongkong, 1st July, 1912. [865]

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that on and after This Date the Business hitherto carried on by the CHINESE ENGINEERING AND MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION.

THE CHINESE ENGINEERING AND MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that on and after This Date the Business hitherto carried on by the LANCHOW MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION.

THE LANCHOW MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED for General Information that the KAILAN MINING ADMINISTRATION has This Day Assumed Control of the Businesses hitherto separately carried on by the CHINESE ENGINEERING AND MINING CO., LTD., and the LANCHOW MINING CO., LTD., and will on and after This Date continue the said Businesses under the General Management of the Undersigned.

FOR THE KAILAN MINING ADMINISTRATION, W. S. NATHAN,

Chief Manager.

Accredited Agents at Hongkong and Canton. DODWELL & CO., LTD.

Hongkong, 1st July, 1912. [864]

FOR SALE

ANTIMONY FOR SALE.

OVER 300,000 pieces of ANTIMONY for Sale at Bau Chat, Kwong Sai Province.

Reasonable Prices.

Apply to—

KIN YUEN HONG,

No. 61, Connaught Road West.

Hongkong, 1st July, 1912. [852]

FOR SALE.

FINE Strong, well bred PUPPIES.

For Particulars, apply—

T. P. STUBBS,

Kongmooon,

Hongkong, 27th June, 1912. [852]

FISH.

Finnan Haddocks.

Selected Kippers.

Blotters.

Fillets.

Received direct from Home.

THE DAIRY FARM CO., LTD.

30

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS WITH CHINESE DRESSES.

868

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range Incomparable for Quality, Style and Price.

EDWARD OSBORNE,

Secretary.

Hongkong, 1st July, 1912. [872]

\$25 REWARD.

TO THE Finder of one MIXED COLLIE

PUP (Bitch) Missing from No. 6, Bowen

Road on the morning of 20th June. Colour

Light Brown, with White Collar. Size about

23 ft. long, 14 feet in Height.

Face looks like a Fox.

OFFICE,

TOYO KISEN KAISHA.

Hongkong, 22nd June, 1912. [863]

423

FOR SALE.

GAS COMPRESSOR with ELECTRIC

MOTOR and FITTINGS. Will

increase ordinary lighting power by 25 per cent.

without extra cost.

Applies—

MANAGER,

"Hongkong Daily Press" Office

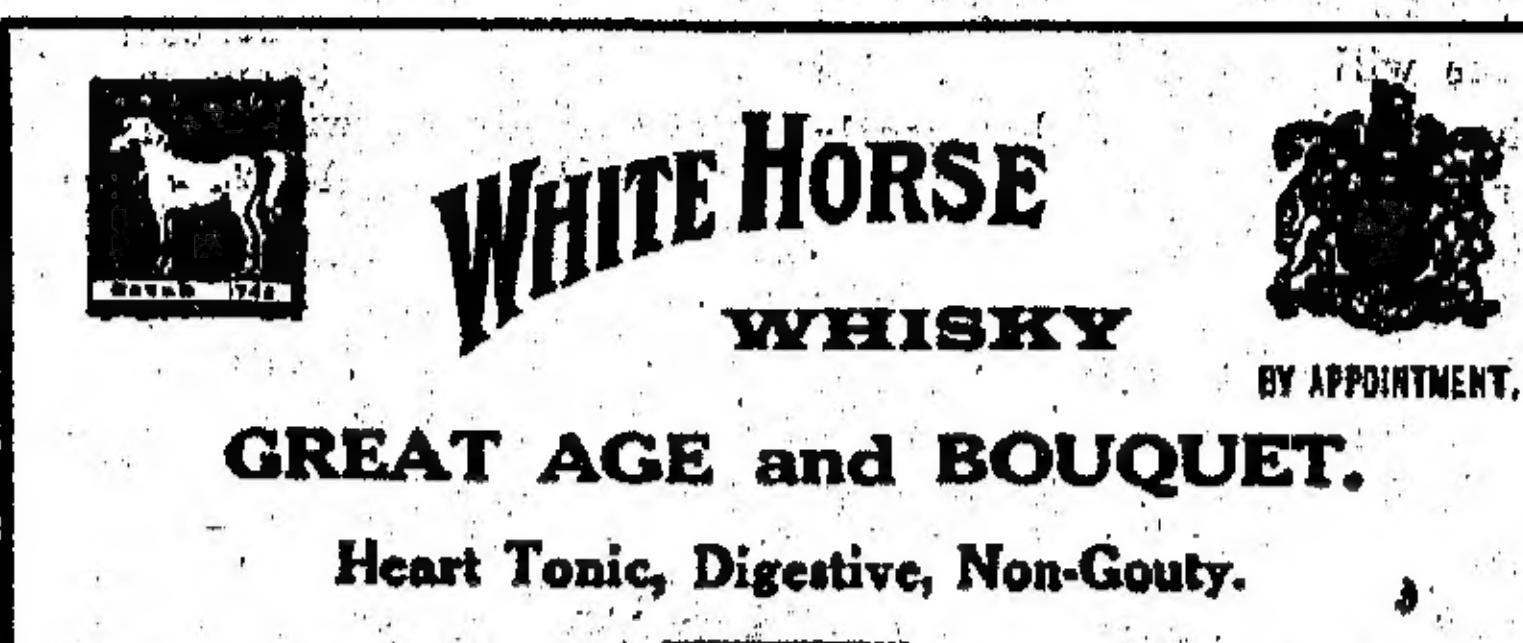
Hongkong, 13th March, 1912. [864]

INTIMATIONS

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS.



LAGAVULIN DISTILLERY,
ISLAND OF ISLAY, N.B.

Established
1742.

LANE, CRAWFORD & CO.
Established 1850.
GROCERY, PROVISIONS,
WINES and SPIRITS
OF THE FINEST QUALITY AT MODERATE PRICES.
PRICE LISTS AND PASS BOOKS
ON APPLICATION.
WE SUPPLY THE CHOICEST
YORK HAMS and WILTSHIRE BACON.

(51)

BANKS

NEEDERLANDSCH-INDISCHE
HANDELSBANK
(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital £15,000,000 (£1,250,000)
Paid up Capital £12,601,050 (£1,033,421)
Reserve Fund £3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DRAGOMS BANK,
SWISS BANKERS.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
in Current Account at the rate of 5 per cent per
annum on Daily balance and accepts Fixed
Deposits at the following rates:

12 months 4% per annum.

6 do. 3½ do.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

**UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.**

**BEWARE OF
IMITATIONS.**

**SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.**

[62]



**MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
O O A L D E P A R T M E N T**

**SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINTANI,
HOJO, KANADA, NAMAZU, SAYO,
SHINNEW and KAMIYAMADA
Collieries.**

**AGENTS FOR
KISHIDAKE AND SAKITO Coal.**

**HEAD OFFICE—MARUNOUCHI,
TOKYO.**

**BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, OTARU, SHANGHAI,
HONGKONG, HANKOW.**

**Cable address for above, "IWASAKI".
Codes: A1, ABC 5th Ed., Western Union**

AGENCIES—

YOKOHAMA: M. ADADA, Esq.

CHINKIANG: Messrs. GRABIN & CO.

MANILA: Messrs. MACDONALD & CO.

SINGAPORE: Messrs. BORNEO CO., LTD.

For Particulars, apply to—

**Y. SHIBUYA,
Manager,**

No. 2, Pedder Street, Hongkong.

[616]

STOMALIX

Said to Cures: Cases of Dyspepsia and 48 per cent of Diseases of the Stomach and Intestines, painful and otherwise.

Manufacturing Agents:

FRANCIS MURRAY & SONS, Ltd., London, Eng.

[55]

**KEATING'S
WORM TABLETS**

A purely Vegetable Sweetmeal
Sold in Bottles by all Druggists
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children
To be obtained by all Druggists
Provided, THOMAS KEATING,
Manufacturing Chemist.

[56]

**Big G
Boracic Goldenseal
Compound**
A safe and reliable remedy for treating diseases of the skin, such as, discharges from the nose, throat and urinary organs.
ATCHEMISTS
May not cover required
order, send a telegram
and mail on request.
**The Evans Chemical Co.,
Cincinnati, Ohio,
U.S.A.**

[57]

**APIOLINE
(CHAPOTEAUT)**

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tans-y, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by a Chemist.

Gold by a Chemist.

[58]

**THE MERCHANT SEAMAN OF
TO-DAY.
MANNING AND HANDLING OF
BOATS.**

(BY A PRACTICAL SEAMAN.)
It is a fact of terrible import that all things appertaining to boating in the Mercantile Marine are often grossly bungled. In many a case where a boat is hurriedly required, delay or disaster occurs through the ignorance of untrained men handling patents of which they have no or but scanty knowledge.

DETERIORATION IN SEAMANSHIP.
Has the public yet fully realized that, even if the boat is lowered and freed in safety, there may not be men to handle her oars proficiently? The British seaman, properly trained, is still the finest in the world. This is no insular, race-pride statement, but one which the writer makes from experience of nearly a quarter of a century with crews of all nations. But in the first place, what proportion of British ships carry purely British crews? Alas! few. And what training does this fine material receive? In boat work little, if any; and on board ship the sailor is rapidly becoming a mechanician or a mere cleaner of brass and paint work. With the death of sail and the rapid advent of steam-propelled vessels the old training school which made him the handy man and the pride of the nation is gone. What is the use of boat drill as now carried out in liners (how often, we wonder, in mere cargo vessels?) if, when calamity overtakes the ship, these untrained men cannot release the boat from her fastenings and pull a good one through tempestuous seas? The same deterioration in seamanship is going on amongst the lascars' crews, where, for precisely similar reasons, the want of elementary training is being experienced. A well-trained lascar is a treat to handle, and they make most skillful and intrepid boatmen; so these remarks on training, therefore, apply equally to them.

From a wealth of experience let the writer quote one or two concrete cases to prove that there is no exaggeration:

Case 1.—A steamer of the turret class at anchor in a swift-running tidal river. The cry goes up, "Man overboard!" The pilot rushes to the bridge to find a direful mess being made with the special davits necessitated by reason of the vessel's peculiar structure. Down goes one end of the boat only; the crew shriek in terror as they cling to the slanting seats. Luckily the pilot understands the gear and loss of life is prevented. Lucky, indeed; the previous day he had been shown the working of it by the only officer on board who understood it.

Case 2.—A steamer with many passengers aboard crashes on a submerged rock. The boats are lowered into a calm sea, but a racing tide of seven or eight knots runs from stern to bow. On one side the writer, himself a passenger, and a gentleman, now a well-known bank manager, between them lower a boat filled with other passengers. Safely the boat is water-borne, but one fall only can be released by the seaman in the boat. Still fast to the other fall, the boat now plunges out across the furious current, and now is hurled back against the ship's side. "Cut the fall," we roar. With a jazel snatched from the ship's barber this is done; the rope runs through the blocks to foul at the davit head. One of us crawls out to clear it, and the boat narrowly escapes destruction. On the other side of the ship one boat is lowered near the water, the one immediately astern of her, water-borne and full of passengers; let go to drift under the suspended boat, while passengers are crushed to the bottom of their boat—one, at least, jumping overboard to avoid injury. The last passengers to leave the ship left in a boat in which there was one seaman only, no tiller or a plug which would not fit.

Case 3.—A dark night in the Gulf of Martaban. A white man to be transhipped from one steamer to another. The boat gets safely away. But what is this? The lascar at the stroke oar is sitting oar in hand ready to pull but facing the bow instead of the stern. This seems almost incredible, but it is the naked truth. Turned round into proper position he proves utterly incapable of rowing. The white man passenger takes his place. But why labour the question? With those who know the truth it is notorious that this sort of thing goes on with appalling frequency when inadequately trained men are employed as seamen.

THE OFFICERS.
And what of the officers? Those trained as cadets in the Worcester and Conway are excellent oarsmen and smart enough in handling boats in a sideway. But lack of practice must tell, even with these, when they are called away to command incompetent crews on the comparatively rare occasions when they are wanted. Those not passing through training-ships must pick up the art how best they can. Boating in high seas or strongly running tide can never be made anything but risky, but training and constant practice can reduce the risk to a minimum. This can be seen by any one watching the handling of boats on board any ship of the Royal Navy, where training is thorough and practice of daily and hourly occurrence. It could be seen in its highest phase of skill undertaken by naval crews commanded by white officers on board the pilot brigs cruising 40 to 50 miles from the mouth of the River Humber. Here there is no protection from the fierce south-west monsoon, which drives up the Bay of Bengal from March to October. Yet the writer believes there is no record of a boat lost or badly damaged while being got in or out from amidships of the 350-ton brigs. This is no light task with a two-and-a-half-ton boat pulling eight to ten oars, and a brig rolling sometimes rail and rail nearly under. Lost they were at times between brig and ship, or smashed up and swamped alongside rolling craft, but never in the getting in or out or through bad handling. And why? Because the lascar crews were trained by constant practice to be the smartest of sailors and boatmen. They had implicit faith in their white officers, trained with them from boyhood, and speaking their language fluently. Never did these brave men (pace the National Sailors' and Firemen's Union and their resolution passed with such indecent haste the day after the *Oceanic* wreck) hang back, even on the darkest, stormiest night, when boating was a peril; so long as the "arctic sahib" was willing to

venture his safety to board a waiting vessel, so long would they, without a murmur, man the boat.

NEED OF TRAINING AND PRACTICE.

Training and practice are needed throughout the Mercantile Marine. Remember our numberless dead, whose bones whiten the floors of all the seas. Let us without delay honour their memory by doing our duty by the living. Sailors trained to every art of seamanship we cannot expect to get as in the past, but a system of training at home and abroad can surely be evolved, whereby those manning our ships can be at least taught the elementary duties of a sailor. Perhaps depots could be established at all great ports, through which seamen could be passed after a short training, or legislation be passed making it compulsory for all ships to practise their crews regularly in boat drill, actually placing the boats in the water and rowing them about—such practice to be entered in the official log. There would be murmuring by reason of delay, etc., but the price is worth paying, and public opinion is in the mood now to give short shrift to any one blocking reform.

Support, too, should be more liberally given to the training-ships for boys, some of which are now barely able to keep going owing to lack of funds. The sea division of the Boy Scouts should be encouraged by every possible means, well-equipped boats being provided for them wherever they have a company.

By our sea power we exist is truism which is ever being rammed home. Let us see to it that we slip not back from our pride of place at the top of the nations by reason of sore neglect of the training of our merchant sailors. —The Times.

WM. POWELL, LTD.

Gentlemen's Outfitters.

SAXONE BOOTS and SHOES.

REALLY FIRST CLASS FOOTWEAR.

(EVERY PAIR GUARANTEED)

BOOTS \$11 SHOES \$10

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO. LTD.

[636]

AN APOLOGY

is not required by us when we offer you

ALEXANDER'S LEMON SQUASH,

as the Finest Sweetened Lemon Squash. This Lemon Squash is made from Fresh Australian Lemons. Warranted no added acid with full flavour of the peel. It is an excellent Summer drink. One or two Tablespoonfuls with Cold Water or Acetated Water forms a delicious and Refreshing Beverage.

Prepared by

J. W. ALEXANDRA, Melbourne.

GARNER, QUELCH & Co.,

SOLE AGENTS.

[128]

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[995]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LTD., Agents.

Hongkong, 29th June, 1912. [863]

NOTICES TO CONSIGNEES

S.S. "MALTA"

CONSIGNEES holding Bills-of-Lading for Cargo by this Vessel are hereby informed that their Cargo will arrive at Hongkong about 2nd July, and they are requested to kindly present the Bills-of-Lading to this Office before the arrival of the Steamer, so that arrangements can be made regarding delivery.

H. W. D. SHALLARD,
Acting Superintendent,
PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.

Hongkong, 21st June, 1912. [841]

FROM EUROPE.

THE H.A.L. Steamship

"FUERST BUBLOW," Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 5th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Dag" from Stettin.
Ex s.s. "Göteborg" from Gothenburg.
Ex s.s. "Kong Ring" from Skien.
Ex s.s. "Ludwig" from Norkoping.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st July, 1912. [875]

S.S. "POLYNESIEN"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Crimee," from Bordais ex s.s. "Ville de Dunkerque," in connection with the Undersigned, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notice to the contrary be given To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 8th instant at Noon will be subject to rent and landing charges.

All claims must be sent to me on or before the 10th instant or they will not be recognized.

All damaged packages will be examined on the 8th instant at 3 P.M.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed. "Home on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £25. For the INTERMEDIATE SERVICE First Class accommodations are provided for £3 to London (return "ticket" £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS	Starting	1912
CHINA	10,200	TUESDAY,	9th July, at 1 P.M.
MONGHURIA	27,000	"	16th July, at 1 P.M.
NYLE	11,000	"	30th July, at 1 P.M.
MONGOLIA	27,000	"	6th Aug., at 1 P.M.
PERSIA	9,000	"	27th Aug., at 1 P.M.
KOREA	18,000	"	3rd Sept., at 1 P.M.
SIBERIA	18,000	"	17th Sept., at 1 P.M.
CHINA	10,200	"	24th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 3RD JULY, 1912.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

THURSDAY, 4TH JULY, 1912.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	5 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY 7TH JULY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trip take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	SHANGHAI	First half of July.	JAVA	First half of July.
TJILATJAP...	—	—	JAVA	First half of July.
TJIMANOEK	JAVA	First half of July.	JAPAN	First half of July.
TJILLIWONG	JAPAN	First half of July.	JAVA	First half of July.
TJIMAH...	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI...	JAVA	Second half of July.	JAPAN	Second half of July.
TJIPANAS...	JAVA	First half of August.	SHANGHAI	First half of August.
TJITAROM...	JAVA	First half of August.	JAPAN	First half of August.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1ST FLOOR,
HONGKONG, 27TH JUNE, 1912.

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith ...	Manila, Mangarin, Illoilo and Cebu	On 10th July, 4 P.M.
RUBI ...	4000	S. A. Crosby ...	Manila, Mangarin, Illoilo and Cebu	On 20th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SALE.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	Z. P. E. FRIEDRICH,"	16,000	{ Wednesday, 10th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	PRINZESS ALICE,"	20,300	{ About Wednesday, 10th July.
MANILA, YAP, MARONI, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ WALDEMAR,"	6,100	{ Saturday, 13th July, at 9 A.M.
KOBE and YOKOHAMA	COBLENZ,"	6,750	{ About Tuesday, 23rd July.
KUDAT and SANDAKAN	BORNEO,"	5,000	{ Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunkens.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th June, 1912.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East.—16, DES VIEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

729 CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH	
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. C. L. Lamb, C.L., Shanghai.	
Astrea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain F. La T. Leathem Shanghai.	
Atlas, admiral, tugs, 615 tons, 1,400 i.h.p., Hongkong.	
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Kitchang.	
Brionart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Darwall, Hawke.	
Cedrus, British sloop, 1,070 tons, i.h.p. 1,400 i.h.p., Comdr. Hugh P. E. Williams, Hainan.	
Cambrian, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hongkong.	
Chew, water tank and tug, 390 tons, i.h.p. 340 i.h.p., Master W. Smith, Hongkong.	
Clio, British sloop, 1,070 tons, i.h.p. 1,400 i.h.p., Comdr. H. B. Yeats, Canton.	
Fame, torpedo-boat destroyer, 340 tons, 6 guns, i.h.p. 1,400, Lt. Comdr. H. N. Cottrell-Dorner, Hankow.	
Janus, torpedo-boat destroyer, 320 tons, 6 guns, i.h.p. 1,400, Lt. Comdr. F. A. Reynolds, Hongkong.	
Kent, armoured cruiser, 9,600 tons, 14 guns, i.h.p. 22,000, Capt. Alan T. Hunt, Hongkong.	
Merlin, surveying ship, 1,070 tons, 6 guns, i.h.p. 1,400 i.h.p., Capt. F. C. C. Pasco, Surveying Duties.	
Mindanao, armoured cruiser (Flagship Vice-Admiral Sir A. L. Winsome, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000 i.h.p., Lieut. Comdr. E. L. Blackwood, Yangtze.	
Widgeon, gunboat, 150 tons, 2 guns, 500 i.h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.	
Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.	
Submarines:—	
No. 56, Godfrey Herbert, Lieut.-Comdr.	
No. 57, A. A. L. Fether, Lieut.-Comdr.	
No. 58, J. R. A. Codrington, Lieut.-Comdr.	
T.B. 035, Lt.-Com. Woodward, West River.	
T.B. 036, Lt.-Com. Murphy, West River.	
T.B. 037, Lt.-Com. Nicol, West River.	
T.B. 038, Lt.-Com. Seymour, West River.	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVAHNA	8 A.M.	Freight and Passage.
LONDON via USUAL PORTS	ASAYA	4th July.	Capt. W. R. Hickey
LONDON and ANTWERP	ASAYA	Noon.	Capt. G. W. Cookman, R.N.R.
VIA SINGAPORE, PE	CHIYO MARU	6th July.	See Special OF CALL
NANG, COLOMBO, PORT	CHIYO MARU	About 10th July.	Capt. Goldsmith, R.N.R.
SAID and MARSEILLES	CHIYO MARU	10th July.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 3rd July, 1912.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
AMOY, TSINGTAU, WEIHAIWEI, CHENGFOO & TIEN-TSIN	HUICHOOW	On 4th July, D'light.	
SHANGHAI	CHINHUA	On 4th July, 4 P.M.	
SHANGHAI	ANHUI	On 6th July, 12 M'night	
MANILA, CEBU and ILOILO	TEAN	On 9th July, 4 P.M.	
SHANGHAI	CHENAN	On 11th July, 4 P.M.	
SHANGHAI	LINAN	On 13th July, 12 M'night.	

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, VILLE, BRISBANE, SYDNEY, MELBOURNE	GUTHRIE	On 9th July, 4 P.M.	
			and MELBOURNE
			DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.P.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A. Co.'s launch leaves Murray Pier at 10 o'clock, every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
Hongkong, 3rd July, 1912.

BUTTERFIELD & SWIRE,
AGENTS

[8851]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFAHRETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Ports to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KORE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. GOLDENFELS	18th July.
S.S. SUEVIA	1st August.
S.S. KURMARK	15th August.
S.S. O. T. D. AHLERS	22nd August.
S.S. C. FERD. LAENSZ	12th Sept.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st July, 1912.

110

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	...	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to—
GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 5th July, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodges	TUESDAY, 9th July, at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 12th July, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd July, at 11 A.M.
		SUNDAY, 7th July, at 10 A.M.

Steamers will arrive at and Depart from the Commanv's Wharf (new Hisk Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd July, 1912.

17

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FEIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FEIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

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HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.

<

WHY WORK ONE HOUR
if the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 28th June, 1912.

COMMERCIAL.
CLOSING QUOTATIONS.

July 2nd.

ON LONDON	Telegraphic Transfer	21
	Bank Bills, on demand	21
	Bank Bills, at 30 days' sight	21
	Bank Bills, at 4 months' sight	21
	Credits, at 4 months' sight	21
	Documentary Bills 4 months' sight	21
ON PARIS		
	Bank Bills, on demand	253
	Credits, at 4 months' sight	258
ON GERMANY		
	On demand	206
ON NEW YORK		
	Bank Bills, on demand	48
	Credits, at 60 days' sight	49
ON HONGKONG		
	Telegraphic Transfer	149
	Bank, on demand	150
ON CALCUTTA		
	Telegraphic Transfer	149
	Bank, on demand	150
ON SHANGHAI		
	Bank, at sight	72
	Private, 30 days' sight	75
ON YOKOHAMA		
	On demand	98
ON MANILA		
	On demand—Pesos	98
ON SINGAPORE		
	On demand	86
ON BATAVIA		
	On demand	1203
ON HAIKONG		
	On demand	3
ON SAIGON		
	On demand	72
ON BANGKOK		
	On demand	75
GOVERNMENTS, Bank's Buying Rate		19.90
	Gold Lira, 100 fine, per tael	851.70
BAR SILVER, per oz.		28.7

SUBSIDARY COINS.	per cent
Chinese	20 cents pieces
	8.25 discount
Chinese	10 "
	8.50 "
Hongkong	20 "
	7.20 "
Hongkong	10 "
	8.40 "

MAILS VIA SIBERIA.	Due
London	Shanghai
Date	
June 12th.	June 29th.
June 15th.	July 1st.

SHARE LIST.—QUOTATIONS.

HONGKONG, 3RD JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS, CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$827.50, sellers £1000 £5.10/-
China Banking Company, Limited	60,000	\$12	all	99, sellers
China Light and Power Company, Limited	50,000	\$5	all	92.10
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	58.10, buyers
Cotton Mills.				
Ewe Cotton Spinning Co., Ltd.	20,000	Tls. 50	all	Tls. 92
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	85, sellers
Dairy Farm Company, Limited	40,000	\$75	all	82.22
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	160, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	247, sellers
New Army Dock Co., Limited	10,000	\$62	all	164
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 92
Green Island Cement Co., Limited	40,000	\$10	all	84, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	223, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	81.12, buyers
Manila Metropole Hotel Limited	9,000	\$25	all	87.25, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	89.50
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	82.12, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	84
INSURANCES.				
China Insurance Office Co., Limited	10,000	\$250	all	1225, sales
China Fire Insurance Co., Limited	20,000	\$100	all	8132
China Traders Insurance Co., Limited	24,000	\$3.33	all	8100
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	8350
North China Insurance Co., Limited	10,000	\$15	all	Tls. 150
Union Insurance Society, Limited	12,400	\$250	all	8800
Yangtze River Insurance Association, Limited	12,000	\$100	all	8195, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	105, buyers
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	88
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	854, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	856, buyers
Macassarchappi (to Mijin, Bosch-on).	25,000	Gds. 10	all	Tls. 65
MILLS AND BUILDINGS.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36/-, sel. x. div.
Trouch Mines, Limited	160,000	\$1	all	72/-, sel. x. div.
Heawood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/6, sellers
Reab Australian Gold Mining Co., Ltd.	200,000	\$10	all	851, buyers
Peak Tramways Co., Limited	25,000	\$10	all	811, buyers
Philippine Co., Limited	75,000	\$10	all	851, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	8109, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	838, sellers
SHANGHAI COMPANIES.				
China and Manile Steamship Co., Ltd.	30,000	\$25	all	893
Douglas Steamship Co., Limited	20,000	\$50	all	827
Hongkong, Canton & Macao S. B. Co., Ltd.	80,000	\$15	all	827
Indo-China Steam Navigation Co., Ltd.	60,000	\$100	all	868, £100 buy. (£27.746.6d.)
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	108/-, sel. x. div.
Star Ferry Company, Limited	10,000	\$10	all	815
South China Morning Post, Limited	10,000	\$10	all	823, buyers
Steam Laundry Company, Limited	6,000	\$25	all	822
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	825
Wm. Powell, Limited	15,000	\$7	all	864, buyers
Watkins, Limited	10,000	\$10	all	834
A. S. Watson & Co., Limited	90,000	\$10	all	865
W. W. Westmann, Limited	3,000	\$10	all	815, buyers
Garde Frise & Co., Ltd.	50,000	\$10	all	812
Societe des Papiers de Papeteries du Tonkin	13,200	\$50	all	833
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	810
United Asbestos Oriental Agency, Limited	9,900	ordy.	\$10	810
Union Waterboat Co., Limited	100 iders	\$10	all	8300
	50,000	\$10	all	881, buyers
RUBBER.				
Para Rubber in London	4/8 per lb., buyers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7/8 p. annum.	Par.
				VERNON & SYMTH, Share Brokers

TO-DAY

3.30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall.

FORTHCOMING EVENTS.

Thursday, 4th July.—

Declaration of Independence—U.S.A.

H. E. the Governor, Sir Henry May, Lady May and family due to arrive.

Reception to Sir Henry May in City Hall.

Saturday, 6th July.—

Letters ... 11.00 A.M. Extra postage 10 cents)

Wednesday, 10th, 3.00 P.M.

Zofiro ...

OPIUM.

June 28th.

Quotations are:

Maiwa New ... \$2.825/2.850 per pound.

Maiwa Old ... \$2.875/2.900 "

Maiwa Older ... \$2.925/2.950 "

Maiwa V. Old ... \$2.975/3.025 "

Persian fine quality ... \$1.200 "

Persian extra fine ... \$1.400 "

Persia New ... \$3.250 per cheest.

Persia Old ... \$3.050 "

Bamars New ... \$3.250 "

Bamars Old ... \$3.100 "

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